Patent Claims:

1. Method for allocating wheels of a motor vehicle to the respective vehicle axle (VA, HA), said wheels (R1 to R4) including an inflation tire each, whose tire pressures are monitored by a tire pressure monitoring device including at least one transmitting module (S1 to S4) in each wheel (R1 to R4), and at least one receiving module (E) arranged at or in the vehicle and one evaluation module (A), with each transmitting module (S1 to S4) transmitting tire pressure information and a wheel-specific identification number to the receiving module (E), which are sent to an evaluation process in the evaluation module (A), c h a r a c t e r i z e d in that the tire pressure changes of the wheels (R1 to R4) are considered for the allocation, and the wheels (R1 to R4) having almost identical tire pressure changes being allocated to one vehicle axle (VA, HA) by taking into account a vehicle-specific axle load.

2. Method as claimed in claim 1, c h a r a c t e r i z e d in that the tire inflation pressures of the individual wheels (R1 to R4) are compared with each other with respect to almost constant tire pressures of the individual wheels (R1 to R4) over a defined, cyclically recurrent period of time, said period of time especially ranging from roughly 50 to roughly 900 seconds.

3. Method as claimed in claim 1 or 2,
c h a r a c t e r i z e d in that the two identification numbers of the wheels (R1 to R4) with the greatest tire pressure changes, compared to the tire pressure changes of all wheels (R1 to R4), are stored in a memory.

4. Method as claimed in claim 3,
c h a r a c t e r i z e d in that the identification numbers of the wheels (R1 to R4) with the greatest tire pressure changes obtained from a subsequent period of time are compared with the identification numbers already stored in the memory.

5. Method as claimed in claim 4,
c h a r a c t e r i z e d in that the contents of the memory is preserved, and a count of a counter is increased by one when the identification numbers already stored in the memory are identical with the identification numbers obtained from a subsequent period of time.

6. Method as claimed in claim 5,
c h a r a c t e r i z e d in that when a determinable threshold value of the counter's count is reached, the two wheels having their identification numbers stored in the memory are allocated to the vehicle axle (VA, HA) that is considered as being subjected to higher load.

7. Method as claimed in claim 6,
c h a r a c t e r i z e d in that the determinable threshold value is in the range of roughly 20 to roughly 100.

8. Method as claimed in claim 6,
c h a r a c t e r i z e d in that information is stored in the evaluation module indicating which vehicle axle (VA, HA) is considered as the axle subjected to higher load.

9. Method as claimed in claim 1,
c h a r a c t e r i z e d in that the transmitting module will transmit tire pressure information only starting from a predefinable wheel speed.